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Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS. A.B.C. Code.
P.O. Box, 33. Telephone No. 12.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL.
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 25th December, 1901.

The next meeting of the Congress of the United States is likely to be an important one in the history of the country. For some sixteen years the position of the three constituents of the somewhat complicated executive of the United States has been in a state of chronic strain. For the most part the Senate and the House have been in some vital point opposed, and between them the President has had to pick his steps warily, often to meet with a slap in the face from one or other, which in a constitution not so exactly balanced as that of the States would have rendered him utterly powerless, or compelled him to retire from office. At other times the President himself has been in open and acknowledged discord with both his houses, and it was only by a sort of mutual compromise that a *modus vivendi* was at last found, and the business of the country prevented from coming to a deadlock. It was only last year that the Senate gave the President such an ugly knock-down blow in the rejection of the HAY-PAUNCEFOTE treaty that no government not strong in the confidence of the country could have stood the shock. In the present Congress, under the new President, the skies look clearer, although an abortive attempt was made by a few far-sighted members of the Senate to reopen the contest. But this is not the only question of importance to the world at large to occupy the attention of both sections of Congress. Notwithstanding the victory of the late President McKinley over his opponent BREXON on the silver question, and the desire of the moneyed classes of the country that the issue should be fired once and for all time by the demonstration of silver, McKinley was never in sufficient touch with Congress to have an act passed to that effect. Practically, and with the

tacit consent of the country, the sole standard has become the gold dollar, but until this is legally and officially recognised it is still in the power of agitators from time to time to raise the question when desirous of embarrassing the Government for the time being. It was the intention of the late President to do his utmost to have this anomaly redressed, and it is understood that Mr. ROOSEVELT is equally anxious with his predecessor to have this done; but will Mr. ROOSEVELT's influence with the Senate prove stronger than that of his predecessor? Much may yet rest upon this during the remainder of his term. It is, however, in questions of tariff that the struggle is likely to be keenest: President McKinley made no secret of his opinion that the system that went by his name had its disadvantages, and that already the burdens upon trade as well as the pressure on the people of the States were becoming so oppressive as to call for some modification. Mr. ROOSEVELT in his utterances on succeeding to office expressed pretty plainly ideas that implied his preference for a tariff for revenue. The fact is that at the close of the financial quarter there was so much actual specie piled up in the United States treasury—nearly five hundred and fifty million dollars—that the look-out was embarrassing and that the Treasury found it necessary to cancel its notes accordingly. Such a fact may indicate a state of high prosperity, but as withdrawing for the moment so large a mass of currency from the industries of the nation it has peculiar dangers of its own. The effect of the highly protectionist tariff of the last ten years has been, as was intended, to cause an inflow of gold into the country; but like any other commodity, gold may become a drug, and as a drug must fall in value when brought in contact with other commodities. There is no doubt that this depreciated value of gold in the States has already proceeded to such an extent as seriously to interfere with the exporting capacity of the country. Nominally, it is true, the exports have been increasing in quantity and value, but it behoves the people of the States to understand at whose expense this has been effected. It is already becoming a subject of complaint that the great combinations fostered by the present revenue system of the States are only enabled to export in the quantities they have done during the last few years by raising the price in proportion to their home constituents. In principle this does not differ from the system of bounties practised by some of the European States—which is expressly forbidden by the constitution of the States. Though the people do not pay the amount in taxes, as do their neighbours in Europe, they do pay all the same, and it makes little or no difference whether the money comes out of their pockets as taxes, or in artificially enhanced prices for the necessities of life. That Mr. ROOSEVELT has, with many of his countrymen, come to understand this, is plain from his early speeches; but Protection is still in the United States a word to conjure by, and those whose profits depend on it are not likely to let it become a byword so long as their personal influence can prevent it. Mr. ROOSEVELT has shown himself too wise a statesman to be likely to make shipwreck of his political reputation by seeking to hasten the conflict before it is ripe, and has announced that he does not intend to propose any changes in the Tariff. This is the act of a wise man; the principle that the present excessive tariff must before long be modified is growing in the States, and any attempt at interfering with the growing plant would be in the last degree dangerous, as well as unpopular. Give a dog rope enough, and he will hang himself. Protection has had a long innings, but the indications are that the innings is coming to an end.

The only case of communicable disease reported in the Colony last week was one of small-pox. No details of the case are to hand.

A Chinaman who was surprised in an act of larceny on board the s.s. *Maidens* in the harbour, jumped overboard in attempting to evade capture, and was so seriously injured that he had to be taken to hospital.

As the result of a land-slip at Hanghom, where a hill is being cut down to fill in the foreshore, the police report that one man has died from injuries sustained. Another Chinaman was severely hurt, and is presently in hospital.

The *Indian Daily News* learns that travelling inspectors of railway accounts will be sent to China from India for the Shanghai Railway, and Mr. Franks, of the North-Western Railway, and Mr. Yakobov, of the Eastern Bengal State Railway, have been recommended for the appointments.

As will be seen from the notice appearing in another column, it is the intention of the P. & O. S. N. Co., the Messageries Maritimes Co., and the Norddeutscher Lloyd Co., to issue from 1st January, 1902, special home return tickets, available for two years (from date of departure to date of arrival or return) for one-and-a-half fare.

The Empire Comedy and Vaudeville Company, which recently visited Hongkong, opened in the Lyceum Theatre, Shanghai, on the night of Monday last.

When the members of the Royal Navy Club, 1765-85, dined at the Whitehall Rooms, Hotel Metropole, on the 19th ult. to celebrate His Majesty's birthday and to commemorate the battle of Camperdown, with Vice-Admiral Sir Harry Rawson in the chair, the guest was Major-General Sir Alfred Gasele.

M. Hubbard, in his report to the French Chamber on the Chinese indemnity claims, compares the French claims with those of Germany: "The French claim amounts to about 1,195,000,000 for an expeditionary force of 637 officers and 16,650 men; the German claim to 1,304,000,000 for a force of 185 officers and 18,700 men." These figures refer to the claims by the two Governments for State expenditure.

The story circulated in Japan about the proposed Russo-Chinese warship deal is that on the occasion of M. Romanoff's recent visit to Vladivostok, he was strongly urged by the Governor of that place to complete the purchase, and he consented to use his influence on his return to St. Petersburg. The cost of the ships would be deducted from the amount of the Chinese indemnity, or other indemnity bonds would be handed over to the syndicate that undertook the building of the vessels and have not yet been paid for them.

In our issue of the 18th inst. we had a report of the China Association dinner in London on the 11th ult., taken from the home papers. Sir Thomas Sutherland was made to say in the course of his speech wishing "Prosperity to the Association" that "He believed there was great danger in a return to power of the anti-foreign and reactionary Government, and he trusted our Government would not allow themselves to lapse into that ignorance and indifference which distinguished our Ministers in Peking when they were totally unconscious of danger until within a few hours of the time when the Legations were actually besieged." The word "our" should have been "the." The mistake was not ours, but we are glad to make the correction, as the Chairman of the Association did not intend to cast a reflection on Sir Claude MacDonald.

We have to acknowledge receipt of numerous calendars and almanacs for 1902. Messrs. Lane, Crawford & Co., general storekeepers and ship chandlers, issue as formerly a neat and serviceable little calendar in leather. Messrs. Siamson & Co., the Hongkong agents of the Transatlantic Fire Insurance Co., Ltd., Hamburg, and of the Sun Fire Office, London, send us copies of the calendars issued by these companies. Others received are those of the New Zealand Insurance Co., the Liverpool and London and Globe Insurance Co., and the Phoenix Assurance Co., of London—all from Messrs. Douglas Laiprak & Co.; the Northern Assurance Co., from Messrs. Turner & Co.; the Manchester Assurance Co., from Messrs. Holiday, Wise & Co.; the Royal Insurance Co., from Messrs. Melchers & Co.; the Imperial Insurance Co., Ltd., of London, from Messrs. Dodwell & Co., Ltd. The Nippon Yusen Kaisha (Japan Mail Steamship Co.) issue a very pretty pictorial calendar, the P. & O. Steam Navigation Co. a useful pocket diary and almanac with illustrated frontispiece. Of similar form to the latter is the illustrated almanac and diary of the Royal Insurance Co. Mr. A. R. Mart, general agent of L'Union Fire Insurance Co., Ltd., of Paris, sends a calendar and a neat pocket-book issued by his company. The calendar of the American Tobacco Co. is admirably set off by the embossed portrait of a lady. That of the Manufacturers' Life Insurance Co., Toronto, Canada, takes the form of a coloured map of the World, and is presented by Messrs. Bradley & Co., the local agents.

The travelling correspondent of the *London Daily News*, writing after a visit to Vladivostok, says:—The impression left on my mind, after inquiring into the foreign import trade all through Siberia, is that Germany comes first. America makes a good second, while Great Britain is a very bad third, with France and Austria on her heels. Vladivostok certainly needs a British Commercial Agent. A University man is not necessary; but a man who understands trade, who is not afraid of the price of candles in local stores, who will keep his eyes on things in demand, and knows how cheaply they can be made in England, would be invaluable. I met a Britisher from Shanghai who was half despondent and half blasphemous about British trade not holding its own. Personally, I know the majority of British Consuls in the East are capable men. But he was furious against the whole tribe. He gave me what he called an instance of how the British Consul is "too big for his job." He went into a Consulate recently and asked: "Could you please give me a list of all the merchants in the town who are in such-and-such a line?" "Who are you?" asked the Consul. "Well, I'm travelling to push this particular line in the East." "Look here," said the Consul, "You mustn't think I'm here as a sort of directory to help men who have got something to sell." "Then what are you here for?" asked the traveller. "Your manner is rather rude," said the Consul. "Please tell me what you are here for. If it is not to help British firms who want to develop trade, and I will apologise," said the traveller. "You quite misunderstand a Consul's duties," replied Great Britain's representative. "No," continued this wretched Englishman to us, "I want straight to the German Consul and asked as politely as I could if he had a list of firms who dealt in such-and-so. Of course he had; he told me all about local prices, and so would be likely to do business with me. And all this very kindly so—a Britisher, not a Dutchman, whereas that—then came a purple-voiced description of the Consul.

Mr. Chamberlain, replying last month through his secretary to a correspondent, said that the so-called agitation against him in Germany was so evidently artificial, and so entirely based on a misapprehension of his speech, that he did not propose to take any notice of it.

The death is announced in the home papers at Haslar Hospital of Sub-Lieut. W. Pope, R. N., who was recently on this station. Deceased, who was only 21 years of age, had been under treatment since his return from China, where he caught a severe chill, which developed into consumption. He was the fifth son of Mr. A. Pope, of South Court, Dorsetshire.

A New York correspondent states that the Atlantic passenger pool is said to have broken down. The English lines say that the Germans began the trouble by giving superior accommodation below the agreed schedule. Hence the Cunard fixed a minimum rate on its crack boats of \$50. The North German Lloyd and Hamburg announce a cut of \$10. The White Star is expected shortly to announce a \$50 rate on the *Oceanic*, being, like the Cunard reduction, \$10 below the previous minimum.

The following item of news may be commended to those who groan over England falling out of the race in commerce and industry:—The Commercial Pacific Cable Company, lately organized at New York to lay an American Pacific cable between San Francisco and the Philippine Islands, has awarded the contract for the manufacture and laying of the first section between San Francisco and Honolulu to an English company, who guarantee to complete the said section in ten months. The contract price of this span is nearly \$3,000,000, and manufacture begins forthwith.

The article in the *National Review* (to which we recently alluded) suggesting an Anglo-Russian rapprochement made a great impression all over the Continent, and formed the theme of endless speculation in the foreign Press. Certain French newspapers went so far as to affirm that it was due to the inspiration of Lord Lansdowne. It attracted attention in Vienna, but in well-informed circles it was never regarded as anything more than a remarkable journalistic production, void of political foundation. The terms put forward as offering a basis for an understanding were clearly not of diplomatic origin. Eventually, the contemptuous tone in which some leading Russian journals scouted the suggestion of an Anglo-Russian agreement removed all doubt as to the idea having little or nothing in it.

To further the scheme of a School of Tropical Medicine in London, Sir Francis Lovell, who is making a tour in its interests, addressed a large meeting of medical practitioners at the Bombay University on the 25th ult. The address was a long one, and he concluded by saying that the active part taken by Mr. Chamberlain in starting the School, his anxiety that it may extend, and the large contributions made by the Indian, Colonial, and Foreign Offices to its funds, were a guarantee that the necessity for establishing and keeping up such an institution was appreciated by the Government. As the Government, however, could not be expected, even if desirable, to undertake the management and expense of the Medical School, it became necessary to look to the public, especially to those more directly interested in the tropics, for support. The meeting passed a sympathetic resolution, commending the object to the generous support of the Indian public.

The *L. & C. Express* says:—It is understood that one of the main objects of the tour of the Viceroy of India to Burma is to himself look into the question of the means to be employed to develop trade between Upper Burma and South Western China. Our French friends, in perfectly friendly rivalry, as M. Doumer has told us, have been very active on their side, while we have not been doing much to push matters on our frontier. There have been many advocacies of routes, though no one special road has stood out from amongst its rivals. Captain Spry, T. T. Cooper, Baber, Hovis, Colquhoun, and others have done much pioneer work, but their statements never led us along the one and only groove. More recently the late Captain Watts-Jones was said to have discovered a feasible route for the prolongation of the Upper Burma Railway into China. Lord Curzon has already dealt with the matter in his writings, and as a result of his visit we may trust that a quickening spirit in dealing with the problem will result. It is a matter that concerns both politics and commerce.

Nearly all the leading St. Petersburg journals, including a couple of the semi-official organs, have been raising a strong protest against the continuance of the Government subsidy to the Russian Volunteer Fleet, which has received 800,000 Rb. per annum for the last ten years. They declare that the Volunteer Fleet has signally failed to fulfil satisfactorily its dual mission of an efficient mercantile carrying concern between the Black Sea and the Far East, and when required to perform the duties of cruisers and transports. The five vessels attached by the Admiralty during the Chinese difficulty as fast scouting cruisers and transports were failures, and unjust aspersions have been thrown on the Tys. Shipbuilding Company who completed the *Smolensk*, the latest addition to the Volunteer Fleet. The trial trips of every cruiser proved that they were constructed for the contracted speed and the contractors naturally understood that the ships would be handled by capable and experienced commanders and engineers. The St. Petersburg Press does not question the quality or capabilities of the cruisers, but they condemn the manner in which they are handled. And this brings them to the recommendation that the fleet of Russian vessels should be transferred into fast cruisers and transports and formally incorporated with the Imperial Navy.

TELEGRAMS.

REUTER'S SERVICE.

London, 21st December.

AUSTRALIA—THE "NECKAR" CASE.

The captain of the N. D. L. steamer *Neckar*, imprisoned at Fremantle for non-payment of the fine imposed for contravening the new Australian Customs law, has been released, the agents of the vessel having given their bond for the payment of the fine and costs.

THE WAR—ENGAGEMENT WITH DE WET.

General Sir J. G. Durnell has had an engagement with the Boers under De Wet near Laagborg. Fighting lasted for four hours, the enemy being eventually driven off.

London, 22nd December.

THE FRENCH INDEMNITY LOAN.

The French loan against the security of the Chinese indemnity has been covered twenty-four times.

CHILE AND THE ARGENTINE.

The boundary dispute between Chile and the Argentine Republic is expected to result in war between the two countries.

SOUTH AFRICA—THE NATIONAL SCOUTS.

Two hundred hughers of Standerton, South-east Transvaal, have joined the National Scouts.

CHARGE AGAINST A SHIP'S MATE.

A Marine Court sat yesterday in the Harbour Office to make inquiry respecting certain charges of misconduct and disobedience to orders brought by John Charles Christian Petersen, master of the British barque *Vale of Doon*, of Hongkong, against Harry Gordon Harbord, mate of the said vessel. Commander R. Murray Ramsey, R.N., Stipendiary Magistrate, presided, and the other members of the Court present were Lieut. Payne-Galwey, R.N., H. M. B. Goliath; William E. G. Craven, master of the British s.s. *Indravella*; and E. F. Denmore, master of the British barque *Oryx*.

Mr. Morgan Phillips, barrister-at-law, appeared for the master of the *Vale of Doon*, and Mr. Goldring, of Messrs. Dawson and Hastings, solicitors, for the defendant.

Mr. Morgan Phillips, in opening the case, said that the master of the *Vale of Doon* charged the mate with disobedience to orders and misconduct on a voyage of the ship from Hongkong to Borneo and back. The vessel was owned by Mr. Bruce in Amoy and was bought some four and a half years ago in England and brought out and sailed on this coast by Captain Petersen. He had been her master during the whole of that time, and he had been a master for the same voyage for a period of 11 years on the China coast, and during all that time he had conducted himself with propriety and satisfaction to his owner and everyone with whom he had come into contact. The *Vale of Doon* left Hongkong on the 17th September bound on a voyage to Borneo. The mate was shipped in Hongkong for twelve months' engagement. There was a crew of 15 all told. Trouble seemed to have arisen immediately for in the official log-book of the 19th September there was an entry when the captain requested the mate to take the time for a night for him the latter flatly refused to do so. This was one of the acts of disobedience of which the master complained, and certainly not an unimportant one. On two other occasions the mate refused to take the night—10th October and 14th November. In addition to these, the master complained of general misconduct on the mate's part during the whole of the voyage. Witnesses, members of the crew, would state that the mate was continually speaking in the most disrespectful and violent way to them of the master, saying what he would do to him, and that upon more than one occasion he threatened the master and certainly on one occasion put his fist in the master's face and abused him. This course of misconduct through the whole voyage tended of course to cause insubordination in the crew and to render the proper sailing of the ship by the master almost impossible. He would produce in the case a letter written by the mate to the captain while on the voyage. It was received by the master on 28th November. This letter recited the complaints which the mate had to make against the master. It was a very long letter. In it the mate got to "seventeenth" as far as the complaints went. One of his statements in the letter was that "the class of officers you have had never dared complain, but with me it is different; I set up to the law and am no drunkard and can set a better example than Speaking French myself, finally, in various dialects, from negro French to pure French, I object to its use on a British vessel where English alone should be spoken," etc. The mate went on to say that French was used only because it was thought it would not be understood; it was a stab-in-the-back sort of work. Besides other remarks made in the letter, the mate told the master that "Evil communications corrupt good manners." Live with a pig and become a pig, etc. "A man who is not a pig, but such stuff as this could hardly be in his right senses, certainly not a man to fill the position of the mate of a ship."

John C. U. Petersen, the master, was the first witness called. He said he sailed on the 17th and had occasion to find fault with the mate on the 18th owing to his refusal to take the time for a night. On the 14th November he refused to take the night. On 23rd November he refused to take in or set sails during his watch. On the day before that the mate used threatening language to him, abused him, and provoked him to strike. He behaved very insolently the whole voyage. On another occasion the mate swore at him and refused to obey orders with reference to the repair of a certain part of the rigging. He spoke to a crew a great deal, made chums with them, and relaxed discipline on board. Witness did not know what the mate said to the sailors, but if they had behaved toward the mate in the same manner as the mate behaved toward him, he thought it would have been called mutiny.

Cross-examined—During the four and three quarters years he had commanded the *Vale of Doon* he had six mates before the defendant. He received complaints from the mate about the quality of the water and the food. It was the case that the mate's sextant was damaged by falling out of his bunk, but on no occasion was the mate asked to take a sight at the time the sextant was put forward. It was an excuse for his not doing so. On 8th or 7th December there was a row between the

mate and the crew and witness heard cries of "Captain, captain." He went on deck and saw the mate and a sailor standing opposite each other, each with a capstan-bar in his hands. He afterwards found that the mate and the carpenter were both slightly wounded. The mate stated that he had given the carpenter some credit, that the latter did not carry out; then a struggle ensued and the crew attacked the mate with capstan-bars. The mate complained about the witness's wife being on board, saying that she was always talking to the crew and the cook. Her presence on board did not in any way interfere with accommodation provided for the mate.

Corroborative evidence was led for the prosecution.

No witnesses were called for the defence. The Court having heard and carefully considered the evidence given in the presence of the accused, and no having brought in any evidence, nor made any statement in his defence, found: "That the mate of the British barque *Vale of Doon*, Harry Gordon Harbord, who holds a master's certificate, No. 67,333 of Bristol, 18th April, 1898, was guilty of gross misconduct on board the said ship, and therefore suspended his certificate for a period of six months from this date. The Court recommended that if he desired to be granted a second mate's certificate during such suspension."

THE CASH OF AMOK AT TIENTSIN.

We repeat from the *China Times* the following official account of the recent case of amok at Tientsin:—

TO THE EDITOR OF THE "CHINA TIMES." Sir,—In your issue of the 10th December you published an article on the very deplorable calamity caused by a frenzied Indian soldier on the 9th inst. As this article contains so many errors, which might be construed by your readers as a partial impeachment of the German, we would ask you to be so good as to publish the following account in the next issue with a view to their rectification.

The whole business clearly depends not so much on an unfortunate error on the part of the Germans as on a mistake, to use the word frequently employed by you, on the part of the Indian soldiers. As the enquiry has already confirmed, the frenzied Afriidi without the slightest provocation from the German side, shot a German officer and a baker. All the above German soldiers were unarmed, and a German guard had just arrived on the scene. When the latter did arrive, the only person it used its arms against was the frenzied Afriidi.

The Indian guard following up, fired into the German lines, undoubtedly with the intention of shooting the Afriidi, and the German soldiers engaged him by building a church, who did not know what had previously occurred in the Indian barracks, could only suppose it was firing at them. The Indians then tried to force their way on to the strongly embowed site occupied by the German communications, but in such a manner, that the German soldiers hastened to the spot from where they were engaged, in building the church, and suddenly seeing a German officer lying there in his blood, could only imagine an attack was intended. They consequently seized the Indian guard, but not before some casualties had occurred, and even these injuries would not have been sustained by the guard if it had not resisted its attack.

We have the honour to be,
etc.
VON ROBERTSDORF,
Major-General,
Commanding German Troops,
O.M. CREAGER, Major-General,
Comd'g British Contingent,
China Field Force,
Tientsin, 11th December, 1901.

NANKING.

Nanking, 18th December.

TRADE.

has considerably revived at this flourishing port since peace has been restored, and now that there is a certainty of the return of the Court to Peking, we confidently expect that the improvement will be permanent.

DEMOGRAPHY.

Unfortunately, however, in agricultural matters, the prospect is a very gloomy one. The almost unprecedented floods of the summer were serious indeed, but the prevailing drought is really terrible. The rainfall during the past three months has been practically nil. In consequence, the ponds are with very few exceptions dry, and the we are at least twenty feet below the normal level. In many cases wells are guarded, for "family use only," and outsiders are prohibited from drawing water from them. There is talk of "praying for snow" publicly. This can only be taken as a symptom, however, if the prayers were accompanied with a little more commonsense action, an answer might be expected. If, for instance, the lazy farmers would set to work and clear out the ponds, and deepen them about 10 or 20 feet, it would be a more real and honest way of saving the water, and 10,000 shells of the smallest income, and indeed the money spent in candles, incense, and other adjuncts of the prayers would more than pay for these and other equally necessary improvements. A few artesian wells, and wind mills, would remove the evil effects of drought altogether.

A FATAL RUSH FOR CONGE.

In order to relieve the present distress, the free distribution of the Congee, as we have already mentioned. So great was the crowd, and so eager were the poor to get their dole, that 16 persons were fatally injured in the crush a few days ago. This is a disgrace to the official who is managing the business, as there were not enough soldiers to keep order.

BAD MANAGEMENT.

This whole system of relief is an abomination. More than half of those who are thus fed are able-bodied, and ought to be at work on public works, and receive regular pay as decent human beings, and not be treated as beasts (and what beasts at that), who must be kept to keep them from robbery and pillage.

JACK ASSHORE.

The recklessness of the parties of foreign sailors and marines that get ashore from the warships in port is becoming a source of danger to pedestrians. Between the vile spirits and the derelict policy, Jack and his comrades "make things lively" on the Malao, from Sunday to Saturday. At the risk of causing an invidious comparison, it is generally allowed that the U.S. boys "carry off" the palm. Quite recently, 12 Chinamen were brutally assaulted in one afternoon by some marines. The timely interference of a foreigner saved one man from more serious injury. Since that happened, I hear the Captain and the Vice-Consul have very wisely instituted Prohibition. It remains to be seen whether it prohibits.

NEW ADVERTISEMENTS

LOST.

LEATHERPOCKET BOOK containing Letter of Credit on Hongkong and Shanghai Bank and Chartered Bank of India, &c. Lost in Queen's Road this afternoon. Reward 10 dollars if brought to Hongkong Hotel. Contains also Papers and Cards. T. E. HARVEY.
Hongkong, 24th December, 1901. [3305]

NOTICE

SPECIAL HOME RETURN TICKETS.

FROM the 1st January, 1902, we will issue SPECIAL HOME RETURN TICKETS available for two years (from date of departure to date of arrival on return) for one and one half fare.
E. A. HEWITT,
Superintendent,
P. O. S. N. Co.
P. DE CHAMPORIN,
Acting Agent,
Messageries Maritimes Cie.
MELCHERS & CO.,
Agents,
Norddeutscher Lloyd.
Hongkong, 24th December, 1901. [3301]

PUBLIC AUCTION.

THE Undersigned have received instructions from LIEUT. HENDLEY, A.P.D., to sell by Public Auction,
on SATURDAY,
the 28th DECEMBER, at 2.30 P.M., No. 4, LIVERPOOL VILLAS, Kowloon,
THE WHOLE OF HIS
HOUSEHOLD FURNITURE,
Comprising—
Double and Single IRON BEDSTADS with WIRE and "AIR MATTRESSES," TEAKWOOD OVERMANTLED DINNERS SERVICE, RUGS, TEAKWOOD DINING TABLE and CHAIRS, BOOKCASE, SIDEBOARD &c., &c.;
Also
One COTTAGE PIANO by W. Robinson & Co.,
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 24th December, 1901. [3304]

IN THE MATTER OF ORDINANCE No. 2 of 1892,
AND
IN THE MATTER OF THE PETITION OF WILLIAM LAWRENCE VOELKER of 42, Bernard Street, London, England, Electrician for LETTERS PATENT for the exclusive use within the Colony of Hongkong of an Invention for Improvements in the Manufacture of Filaments for Incandescing Electric Lamps.
NOTICE IS HEREBY GIVEN that the Petition, Specification and Declaration required by the above cited Ordinance have been duly filed in the Office of the Colonial Secretary of Hongkong, and that it is the intention of the said WILLIAM LAWRENCE VOELKER, by Deputies & Counsel, his Solicitors, to apply at the sitting of the Executive Council hereinafter mentioned for LETTERS PATENT for the exclusive use within the said Colony of Hongkong of the above named Invention. And NOTICE IS HEREBY ALSO GIVEN that a sitting of the Executive Council before whom the matter of the said Petition will come for decision will be held in the Council Chamber at the Government Offices, Victoria, Hongkong on THURSDAY, the 9th day of January, 1902, at 11 A.M.
Dated this Twenty-fourth day of December, 1901.
DENNIS & BOWLEY,
Solicitors for the Applicants.
DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship
"HAILONG,"
Captain Bathurst, will be despatched for the above ports on FRIDAY, the 27th inst. at DAYLIGHT.
For Freight or Passage, apply to
DOUGLAS, LAPEL & CO.,
General Managers.
Hongkong, 24th December, 1901. [3397]

HAMBURG-AMERIKA LINIE.
FOR SHANGHAI.
(Taking Cargo at through rates to THINGTUI, CHINKING and HANKOW.)
THE Steamship
"LOONGMOON,"
Captain Schmidt, will be despatched for the above port on FRIDAY, the 27th inst. at DAYLIGHT.
This Steamer has superior accommodation for First and Second Class Passengers.
For Freight or Passage, apply to
SIEMSEN & CO.,
Agents.
Hongkong, 25th December, 1901. [3303]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND SINGAPORE.
THE Company's Steamship
"LAISANG,"
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after 4 P.M., the 27th inst., will be landed at Consignees' risk and expense into Godowns at EAST POINT.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 23rd December, 1901. [3295]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
NOTICE TO CONSIGNEES.
FROM SEATTLE, TACOMA, YOKOHAMA, KOBE AND MOJI.
THE Company's Steamship
"TENKAI,"
having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and to take immediate delivery of their Goods from alongside.
DODWELL & CO., LTD.,
Agents.
Hongkong, 24th December, 1901. [3300]

NEW ADVERTISEMENTS

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship
"LAISANG,"
Captain Payne, will be despatched as above on TUESDAY, the 31st inst., at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 24th December, 1901. [3296]

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.
FOR SHANGHAI, NAGASAKI KOBE AND YOKOHAMA.
THE Company's Steamship
"CALEDONNIEN,"
Captain Blanc, will be despatched for the above ports on or about TUESDAY NEXT, the 31st inst.
For Freight or Passage, apply to
P. DE CHAMPORIN,
Acting Agent.
Hongkong, 25th December, 1901. [3292]

NIPPON YUSEN KAISHA.
FOR MANILA.
THE Company's Steamship
"KUMANO MARU,"
3,873 Tons Gross, Captain E. W. Hawell, will be despatched for the above port on THURSDAY, the 2nd January, at 4 P.M.
This Mail Steamer is specially constructed for service in the Tropics, and is provided with superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Stewards carried.
For Freight and Passage, apply to
A. S. MIHARA,
Manager.
Hongkong, 25th December, 1901. [3300]

FOR SALE
BY
PRIVATE TENDER.
THE GOOD SEAWORTHY SAILING VESSEL
"YOSHIE MARU,"
(Japanese Barque).
Belonging to the Undersigned,
AS SHE LIES NOW IN KISUKAWA, OSAKA.
PARTICULARS OF THE VESSEL.—Wood hull; gross tonnage 335.93 tons; registered tonnage, 343.98 tons; built at Hamburg in 1876, and fully repaired in 1899; length, 130 feet; breadth, 25 feet 6 inches; depth, 14 feet; with all necessary equipments for sailing.
The Barque can be inspected at any time.
The SALE will be made for CASH, payable on transfer of the vessel. All Transfer Fees to be paid by Purchaser.
The Undersigned retain the right of accepting or refusing any or all of the Tenders.
TENDERS will be received until 31st JANUARY, 1902, and decided on the 5th FEBRUARY, 1902.
N.B.—These particulars are presumed to be correct, but are not guaranteed.
For further information, apply to
S. OYA,
Saikai-cho, 2-chome, Osaka.
Telephone: Nishi, No. 333.
Osaka, 10th December, 1901. [3298]

IN accordance with the provisions of Ordinance No. 6 of 1875 the undermentioned Banks will be CLOSED for the transaction of Public Business TODAY (WEDNESDAY) and TOMORROW (THURSDAY), the 25th and 26th inst., and on WEDNESDAY and THURSDAY, the 1st and 2nd January, 1902.
For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA,
T. P. COCHRANE,
p. Manager, Hongkong.
For the HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
For the NATIONAL BANK OF CHINA, LIMITED,
GEO. W. F. PLAYFAIR,
Chief Manager.
For the MERCHANTS BANK OF INDIA, LIMITED,
JOHN THURBURN,
Manager, Hongkong.
For the BANQUE DE L'INDO-CHINE,
L. BERINDOAGUE,
Acting Manager.
For the Bank of CHINA & JAPAN, LIMITED,
J. W. E. TAYLOR,
Manager.
For the YOKOHAMA SPECIE BANK, LIMITED,
TARO HODSUMI,
Manager.
For the IMPERIAL BANK OF CHINA,
E. W. BUTTER,
Manager.
For the DEUTSCH-ASIATISCHE BANK, H. SCHOTTLAENDER,
Acting Manager.
Hongkong, 23rd December, 1901. [3277]

CHRISTMAS AND NEW YEAR HOLIDAYS.
THE Undermentioned Insurance Offices will be CLOSED for the transaction of Public Business TODAY (WEDNESDAY) and TOMORROW (THURSDAY), the 25th and 26th inst., and on WEDNESDAY and THURSDAY, the 1st and 2nd January, 1902.
JARDINE, MATHESON & CO.,
General Agents,
CANTON INSURANCE OFFICE, LIMITED, and
General Managers,
HONGKONG FIRE INSURANCE COMPANY, LIMITED,
For the UNION INSURANCE SOCIETY OF CANTON, LIMITED,
W. J. SAUNDERS,
Secretary.
For the NORTH CHINA INSURANCE CO., LIMITED,
W. H. PERCIVAL,
Agent.
For the CHINA TRADING INSURANCE CO., LIMITED,
W. H. RAY,
Secretary.
For the YANKEE INSURANCE ASSOCIATION, LIMITED,
SHEWAN, TOMES & CO.,
Agents.
For the CHINA FIRE INSURANCE CO., LIMITED,
GEO. L. TOMLIN,
Secretary.
Hongkong, 23rd December, 1901. [3278]

THE Undermentioned Insurance Offices will be CLOSED for the transaction of Public Business TODAY (WEDNESDAY) and TOMORROW (THURSDAY), the 25th and 26th inst., and on WEDNESDAY and THURSDAY, the 1st and 2nd January, 1902.
JARDINE, MATHESON & CO.,
General Agents,
CANTON INSURANCE OFFICE, LIMITED, and
General Managers,
HONGKONG FIRE INSURANCE COMPANY, LIMITED,
For the UNION INSURANCE SOCIETY OF CANTON, LIMITED,
W. J. SAUNDERS,
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W. H. RAY,
Secretary.
For the YANKEE INSURANCE ASSOCIATION, LIMITED,
SHEWAN, TOMES & CO.,
Agents.
For the CHINA FIRE INSURANCE CO., LIMITED,
GEO. L. TOMLIN,
Secretary.
Hongkong, 23rd December, 1901. [3278]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,
on SATURDAY,
the 28th DECEMBER, 1901, at 2.30 P.M., at his
SALES ROOMS, Duddell Street,
EIGHTY PIECES OF VERY FINE
IVORY CARVINGS;
Also
A Quantity of JAPANESE PORCELAIN
WARE,
Comprising—
TEA SETS, DESSERT SETS, COFFEE CUPS and SAUCERS, TEA POTS, PLATES, VASES, JARDINIERES and STANDS, &c., &c.;
and
A Few Pieces of CANTON BLACKWOOD FURNITURE.
On View from Friday, the 27th December.
TERMS:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 23rd December, 1901. [3271]

THE Undersigned have received instructions from the Administrator of the Estate of Mr. J. J. FRANCIS, K.C. (deceased), to sell by Public Auction,
on MONDAY,
the 30th DECEMBER, 1901, at 11 A.M., at his
OFFICES, No. 4, Des Vaux Road,
A Large Number of HISTORICAL, BIOGRAPHICAL, CLASSICAL, SCIENTIFIC, RELIGIOUS, MEDICAL, EDUCATIONAL, MILITARY, NAVAL, POLITICAL and LEGAL, POETICAL and THE DRAMA, TRAVEL and ADVENTURE, ESSAYS, REFERENCE BOOKS on SOUTH AFRICA and the FAR EAST, MISCELLANEOUS WORKS, &c., &c.;
Also a Number of BOOKS in the French, German and Spanish Languages.
Catalogue will be issued.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 24th December, 1901. [3268]

THE Undersigned have received instructions to sell by Public Auction,
on MONDAY,
the 29th JANUARY, 1902, at 2.30 P.M., at their
SALES ROOMS, No. 20, Des Vaux Road,
THE WRECK OF THE STEAMSHIP
"FUTAMI MARU,"
as she now lies on the Island of Mindoro near Manila (Philippine Islands).
IN ONE LOT.
The HULL, PROPELLER, SHAFTS, BOILERS and ENGINES, STEERING GEAR, TACKLE, CHAINS, ANCHORS, and all kinds of Material belonging to the ship.
A PHOTOGRAPH and PLAN can be seen at the Office of the Auctioneers.
TERMS:—As Usual.
For further particulars, apply to
HUGHES & HOUGH,
Auctioneers.
Hongkong, 23rd December, 1901. [3270]

A MOST USEFUL AND ACCEPTABLE
XMAS PRESENT
LOCKWOOD'S
"PAMPA"
CUTLERY.
The Ostrich on the Blade is a Guarantee of Genuine Sheffield Steel, of honest finish, a keen edge, highest excellence and denotes a Really Good Knife.
"PAMPA" Cutlery is more popular than ever.
Sole Makers—
LOCKWOOD BROS., LD.,
Sheffield.
行昌紹在存現辦貨活路
看觀人任
Hongkong, 17th December, 1901. [3211]

MINERAL LABORATORY.
Processes by Amalgamation, Chemical Analysis, Fire Assay, Cyanide and Chlorination.
J. M. KAUFMANN & CO.
Consulting Mechanical and Mining Engineers
Assayers,
Experts in Mines, Minerals and Metals;
Mine Managers and Agents;
ROOMS CHE KEE STREET,
SOERABAYA, JAV.
Cable Address: "EXPLORATION."
Soerabaya, 23 August, 1901. [2132]

C. E. WARREN,
BUILDING CONTRACTOR,
No. 3A, WYNDHAM STREET.
SANITARY APPLIANCES SUPPLIED and FIXED. Specially Designed TRAPS for Bathrooms and Verandahs in Stock. Agent for MOSAIC TILES. Prices on Application.
TO LET.
No. 10, ROBINSON ROAD (Corner House). Immediate Possession.
Apply to—
A. RUMJAHN,
Hongkong, 24th December, 1901. [3290]

BOARD AND RESIDENCE.
MRS. GILLANDERS
"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 20th September, 1900. [2403]

BOARD AND RESIDENCE.
COMFORTABLY FURNISHED ROOMS with Bath.
Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1892.

TO LET

TO LET.
No. 6, SEYMOUR TERRACE.
Apply to—
No. 5, SEYMOUR TERRACE.
Hongkong, 3rd December, 1901. [3077]

TO LET.
"FREENSIDE," No. 37, ROBINSON ROAD.
Apply to—
S. A. RUMJAHN,
Care of Thomas's Grill Room.
Hongkong, 1st August, 1901. [1937]

TO LET.
GODOWN, No. 5A, DUDDELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 29th November, 1901. [1832]

TO LET.
A SPACIOUS GODOWN, well built of Brick and Stone, at WANCHAI, MATHEWSON STREET.
Apply to—
CARLOWITZ & CO.,
Sales Office.
Hongkong, 10th September, 1901. [2302]

TO LET.
A SMALL BUNGALOW IN KOW-LOON.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 16th December, 1901. [3189]

TO LET.
EUROPEAN HOUSES, Nos. 4, 5A, 7, and 8, WILD DELL, WANCHAI ROAD.
Apply to—
SANG KEE,
72, Wing Lok Street.
Hongkong, 28th October, 1901. [2763]

TO LET.
1ST, 2ND and 3RD FLOORS of No. 35, QUEEN'S ROAD CENTRAL, next to Messrs. LANE, CRAWFORD & Co., now nearing Completion. Suitable for Offices.
Apply to—
WING CHEONG,
Nos. 1 & 3, D'Aguiar Street.
Hongkong, 8th October, 1901. [2562]

TO LET.
HOUSES (now ready for occupation) in a first-class business locality, DES VEAUX ROAD CENTRAL, next to A Tack's Furniture Store.
Ground Floor suitable for Shops. Upper Floors have plastered ceilings and walls, and are very suitable for Offices.
Apply to—
J. S. LEE & CO.,
Care of WING CHEONG TAL.
240, Des Vaux Road West.
Hongkong, 10th December, 1901. [3141]

TO RENT—ON THE PEAK.
A NICELY FURNISHED ROOM with Bath and Board, in Private Family, Close to Tram Station. Splendid View, and Very Healthy. First-class Table.
Address—
PEAK.
Care of Daily Press Office.
Hongkong, 11th October, 1901. [2588]

TO LET.
FROM the 1st of January, 1902, an OFFICE.
Apply to—
NORDEUTSCHER LLOYD,
Superintendent Office,
3, Queen's Building, Top Floor.
Hongkong, 14th December, 1901. [3170]

TO LET.
"BELLEVUE," PEAK ROAD, from 1st January.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 4th December, 1901. [3098]

TO LET.
FIVE ROOMED BUNGALOW "RHEDA," BONHAM ROAD. Beginning 1st January, 1902.
Apply to—
LIAO TZE SAN,
China Merchants S. N. Co.,
38, Des Vaux Road.
Hongkong, 2nd December, 1901. [3064]

TO LET.
THREE LARGE UNFURNISHED ROOMS, with separate Bath, use of Cookhouse, &c. \$40.00.
Apply to—
JOHN DOE,
Care of Daily Press Office.
Hongkong, 2nd December, 1901. [3068]

TO LET.
GOOD OFFICES fronting Queen's Road Central in Marine House.
A ROOM or OFFICE, 2nd Floor, Besconfield Arcade.
For Particulars, apply to—
TURNER & CO.,
Hongkong, 14th November, 1901. [2900]

TO LET.
THE GODOWN in WEST POINT (Kowloon) known as Feather Factory, now occupied by the Hongkong and Kowloon Wharf and Godown Co., Ltd.
For particulars, apply to—
LAUTS, WEGENER & CO.,
Hongkong, 9th July, 1901. [1730]

TO LET.
No. 1, STEWART TERRACE, the PEAK.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 17th July, 1901. [1799]

TO LET.
HOUSES in CLIFTON GARDENS, Conduit Road.
HOUSES at CAUSEWAY BAY, facing the Polo Ground.
A HOUSE in RIFON TERRACE "THE RETREAT," Mount Kellett.
GODOWNS at BLUE BUILDINGS.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 23rd November, 1901. [3028]

BANKS

THE DEUTSCH-ASIATISCHE BANK.

PAID-UP CAPITAL.....Sh. Tael 5,000,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.
BRANCHES: Hankow, Tientsin, Tsingtau (Kiautschau).
LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS, UNION BANK OF LONDON, LTD.
DEUTSCHER BANK (BERLIN), LONDON AGENCY DIRECTION DER DISCONTO GESELLSCHAFT.
H. SCHOTTLAENDER,
Acting Manager.
Hongkong, 12th December, 1901. [28]

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
YOKOHAMA SPECIE BANK LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED...Yen 24,000,000
CAPITAL PAID-UP...18,000,000
CAPITAL UNPAID...6,000,000
RESERVE FUND...8,510,000
HEAD OFFICE—YOKOHAMA.
BRANCHES AND AGENCIES:
Tokio, Kobe, Nagasaki, London, Lyons, New York, San Francisco, Honolulu, Bombay, Shanghai, Tientsin, Newchwang.
LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LIMITED.
PARE & BANK, LIMITED.
THE UNION BANK OF LONDON, LIMITED.
HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.
On fixed deposits for 12 months 5 1/2 per annum
" " " 6 " " 4 1/2 " " " 3 " " 3 1/2 " " " 2 " " 2 1/2 " " " 1 " " 1 1/2 " " " 1/2 " " 1/2 " " " 1/4 " " 1/4 " " " 1/8 " " 1/8 " " " 1/16 " " 1/16 " " " 1/32 " " 1/32 " " " 1/64 " " 1/64 " " " 1/128 " " 1/128 " " " 1/256 " " 1/256 " " " 1/512 " " 1/512 " " " 1/1024 " " 1/1024 " " " 1/2048 " " 1/2048 " " " 1/4096 " " 1/4096 " " " 1/8192 " " 1/8192 " " " 1/16384 " " 1/16384 " " " 1/32768 " " 1/32768 " " " 1/65536 " " 1/65536 " " " 1/131072 " " 1/131072 " " " 1/262144 " " 1/262144 " " " 1/524288 " " 1/524288 " " " 1/1048576 " " 1/1048576 " " " 1/2097152 " " 1/2097152 " " " 1/4194304 " " 1/4194304 " " " 1/8388608 " " 1/8388608 " " " 1/16777216 " " 1/16777216 " " " 1/33554432 " " 1/33554432 " " " 1/67108864 " " 1/67108864 " " " 1/134217728 " " 1/134217728 " " " 1/268435456 " " 1/268435456 " " " 1/536870912 " " 1/536870912 " " " 1/1073741824 " " 1/1073741824 " " " 1/2147483648 " " 1/2147483648 " " " 1/4294967296 " " 1/4294967296 " " " 1/8589934592 " " 1/8589934592 " " " 1/17179869184 " " 1/17179869184 " " " 1/34359738368 " " 1/34359738368 " " " 1/68719476736 " " 1/68719476736 " " " 1/137438953472 " " 1/137438953472 " " " 1/274877906944 " " 1/274877906944 " " " 1/549755813888 " " 1/549755813888 " " " 1/1099511627776 " " 1/1099511627776 " " " 1/2199023255552 " " 1/2199023255552 " " " 1/4398046511104 " " 1/4398046511104 " " " 1/8796093022208 " " 1/8796093022208 " " " 1/17592186044416 " " 1/17592186044416 " " " 1/35184372088832 " " 1/35184372088832 " " " 1/70368744177664 " " 1/70368744177664 " " " 1/140737488355328 " " 1/140737488355328 " " " 1/281474976710656 " " 1/281474976710656 " " " 1/562949953421312 " " 1/562949953421312 " " " 1/1125899906842624 " " 1/1125899906842624 " " " 1/2251799813685248 " " 1/2251799813685248 " " " 1/4503599627370496 " " 1/4503599627370496 " " " 1/9007199254740992 " " 1/9007199254740992 " " " 1/18014398509481984 " " 1/18014398509481984 " " " 1/36028797018963968 " " 1/36028797018963968 " " " 1/72057594037927936 " " 1/72057594037927936 " " " 1/144115188075855872 " " 1/144115188075855872 " " " 1/288230376151711744 " " 1/288230376151711744 " " " 1/576460752303423488 " " 1/576460752303423488 " " " 1/1152921504606846976 " " 1/1152921504606846976 " " " 1/2305843009213693952 " " 1/2305843009213693952 " " " 1/4611686018427387904 " " 1/4611686018427387904 " " " 1/9223372036854775808 " " 1/9223372036854775808 " " " 1/18446744073709551616 " " 1/18446744073709551616 " " " 1/36893488147419103232 " " 1/36893488147419103232 " " " 1/73786976294838206464 " " 1/73786976294838206464 " " " 1/147573952589676412928 " " 1/147573952589676412928 " " " 1/295147905179352825856 " " 1/295147905179352825856 " " " 1/590295810358705651712 " " 1/590295810358705651712 " " " 1/1180591620717411303424 " " 1/1180591620717411303424 " " " 1/2361183241434822606848 " " 1/2361183241434822606848 " " " 1/4722366482869645213696 " " 1/4722366482869645213696 " " " 1/9444732965739290427392 " " 1/9444732965739290427392 " " " 1/18889465931478580854784 " " 1/18889465931478580854784 " " " 1/37778931862957161709568 " " 1/37778931862957161709568 " " " 1/75557863725914323419136 " " 1/75557863725914323419136 " " " 1/151115727451828646838272 " " 1/151115727451828646838272 " " " 1/302231454903657293676544 " " 1/302231454903657293676544 " " " 1/604462909807314587353088 " " 1/604462909807314587353088 " " " 1/1208925819614629174706176 " " 1/1208925819614629174706176 " " " 1/2417851639229258349412352 " " 1/2417851639229258349412352 " " " 1/4835703278458516698824704 " " 1/4835703278458516698824704 " " " 1/9671406556917033397649408 " " 1/9671406556917033397649408 " " " 1/19342813113834066795298816 " " 1/19342813113834066795298816 " " " 1/38685626227668133590597632 " " 1/38685626227668133590597632 " " " 1/77371252455336267181195264 " " 1/77371252455336267181195264 " " " 1/154742504910672534362390528 " " 1/154742504910672534362390528 " " " 1/309485009821345068724781056 " " 1/309485009821345068724781056 " " " 1/618970019642690137449562112 " " 1/618970019642690137449562112 " " " 1/1237940039285380274899124224 " " 1/1237940039285380274899124224 " " " 1/2475880078570760549798248448 " " 1/2475880078570760549798248448 " " " 1/4951760157141521099596496896 " " 1/4951760157141521099596496896 " " " 1/9903520314283042199192993792 " " 1/9903520314283042199192993792 " " " 1/19807040628566084398385987584 " " 1/19807040628566084398385987584 " " " 1/39614081257132168796771975168 " " 1/39614081257132168796771975168 " " " 1/79228162514264337593543950336 " " 1/79228162514264337593543950336 " " " 1/158456325028528675187087900672 " " 1/158456325028528675187087900672 " " " 1/316912650057057350374175801344 " " 1/316912650057057350374175801344 " " " 1/633825300114114700748351602688 " " 1/633825300114114700748351602688 " " " 1/12676506002282294014967

HOTEL

Extracts from "BOA VISTA" Visitors' Book
Everything most comfortable.
Food good and nicely cooked.
Everything supplied for comfort.

The most attractive spot and very best hotel I have seen in China.

Delighted with our visit. Too charming for words.

We have spent the happiest hours of our lives at the "Boa Vista" Hotel.

Delighted with hotel and Macao.
An ideal place for a quiet holiday.

"Boa Vista" is by a long way the best Hotel in the East. We cannot strongly enough recommend this first-class house.

Food and attendance excellent, bed-rooms comfortable, scrupulous cleanliness throughout. For our desires of a few days' rest and quiet recuperation, a beautiful establishment.

Most pleasant retreat for one either in good or bad health.

Quel charmant petit endroit où se reposer de nos fatigues.

Ravissant Hotel.

A charming place.
The best Hotel I have found in the Orient.

INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1900, £14,792,681.

I. AUTHORIZED CAPITAL, £3,000,000 0 0
SUBSCRIBED CAPITAL, 2,750,000 0 0
PAID-UP CAPITAL, 687,500 0 0
RESERVE FUNDS, 2,583,716 14 4

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents. [1641]

SALAMANDER FIRE INSURANCE COMPANY.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HONGKONG, 2nd April, 1900. [33]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

HONGKONG, 29th May, 1898. [31]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HONGKONG, 18th November, 1897. [29]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.
CAPITAL, £240,000.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

Wm MEYERINK & CO., Agents. [1:85]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HONGKONG, 21st April, 1897. [1:4]

SUN INSURANCE OFFICE, LONDON.

FOUNDED 1710.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HONGKONG, 10th May, 1892. [30]

"L'URBAINE" FIRE INSURANCE COMPANY, LD.

(Established 1888).

The Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

HONGKONG, 7th February, 1901. [429]

PHENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAFRAIK & CO., Agents for the Phoenix Fire Office.

HONGKONG, 17th August, 1887. [132]

S. I. ENTING.

SURGEON DENTIST.

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

HONGKONG, 23rd September, 1891. [240]

DENTISTRY.

AT

No. 39, QUEEN'S ROAD CENTRAL.

CHADWICK KEW

(LATE OF FOOTE & NOBLE).

HONGKONG, 15th September, 1899. [3129]

ENTERTAINMENT

HONGKONG BENEVOLENT SOCIETY

A SUBSCRIPTION DANCE

in aid of the above SOCIETY will be held in the CITY HALL, on

JANUARY 24th, 1902, at 9.30 P.M.

Tickets ... \$5 each.

Tickets may be had from Mrs. FORBES, East Point, or from Members of the Committee of the Society.

Hongkong, 19th December, 1901. [3242]

PUBLIC COMPANIES

THE HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the SEVENTEENTH ORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at the Registered Office of the Company, 38 and 40, Queen's Road Central, on FRIDAY, the 27th day of December, 1901, at Noon, for the purpose of receiving the Report of the General Manager, together with a Statement of Accounts for the year ending 30th November, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to 23rd inst., both days inclusive.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 14th December, 1901. [3171]

THE DAIRY FARM COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the COMPANY'S OFFICE, No. 2, Albert Road, Victoria, in the Colony of Hongkong, on FRIDAY, the 10th day of January, 1902, at 4 P.M., when the subject of the resolution which was passed at the Extraordinary General Meeting held on the 18th December, 1901, will be submitted for confirmation as a special resolution.

"That the figures in Article No. 10, Clause 15 of the Articles of Association of the Company, be altered to read \$1,500 (Fifteen hundred dollars)."

By Order of the Board of Directors.

R. P. MOFFITT, Secretary.

Hongkong, 24th December, 1901. [3287]

CHRISTMAS 1901.

THE undersigned is now prepared to supply

CHRISTMAS CAKES

of the best quality, weighing from 1 lb. to 20 lbs., and also Mince Pies, Assorted Cakes, &c. &c.

DONABJEE NOWROOJEE, Hongkong Bakery.

51, Des Voeux Road.

Hongkong, 7th December, 1901. [3123]

NOTICE

DURING REPAIRS to one of the WELLS, a full supply of Water to the Kowloon Peninsula cannot be maintained. Water will, however, be TURNED ON from about 6 A.M. till Noon.

It is anticipated that the repairs will be completed and the full supply resumed within a few days.

The districts of Hong-kong-tai and Yau-mai are not included in the above Notice, as they are supplied from a separate source.

W. CHATHAM, Water Authority.

Hongkong, 14th December, 1901. [3174]

YEE SANG & CO.,

COAL MERCHANTS,

LARGE STOCKS OF EVERY DESCRIPTION OF COAL.

Address—Care of Messrs. Kwoong Sang & Co. No. 144, DES VOEUX ROAD. [583]

A. LING & CO.,

FURNITURE STORE.

FEATHER PILLOWS, PLATED GLASS AND CROCKERY WARE, Also POOCHOW LACQUERED WARE, FURNITURE ON HIRE.

63, QUEEN'S ROAD CENTRAL.

Hongkong, 5th December, 1901. [3102]

THE HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

THE above Company is prepared to supply the shipping in Hongkong with PURE and FILTERED WATER both for deck and boilers.

Call Flag W.

J. W. KEW, Manager.

20, Des Voeux Road.

Hongkong, 18th December, 1900. [316]

COLD STORAGE

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of Cold Storage available at ELDER POINT. Storage will be Open at 10 A.M. and 4 P.M. daily, Sundays excepted, to receive and deliver perishable goods.

Wm. PARLANE, Manager.

Hongkong, 18th November, 1901. [65]

NOTICE

THE Undersigned carry in Stock an extensive line of CIGARS and CIGARETTES from the "GERMINAL" FACTORY of Manila, for which they are Sole Agents in Hongkong. Prices moderate. Stock of specially selected quality. A trial solicited. Special Terms to Exporters.

F. M. STEVENS & CO., Braconfield Arcade.

Hongkong, 2nd August, 1901. [1913]

H. F. CARMICHAEL

CONSULTING ENGINEER,

SURVEYOR AND CONTRACTOR,

QUEEN'S BUILDINGS.

TELEGRAMS: "CARMICHAEL," HONGKONG A B O Code, 4th Edition.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 21st June, 1901. [3:51]

[ALL RIGHTS RESERVED.]

A QUEEN OF HEARTS,

BY A. ST. JOHN ADCOCK

(Author of "In the Wake of the War," "East End Idylls," &c.)

Bancro was inclined to be captious.

"The best on 'em," he observed, "ain't always the best looking."

"Not always," Mr. Fleet admitted. "But Rose—the one I'm telling you about—"

"There's another single thing," Mr. Hendry interrupted, "that's my daughter's name too!"

Mr. Fleet shook his head obstinately.

"As I said before," Mr. Hendry insisted, "this girl you talk about with the blue eyes and dimples, and wonderful small mouth, and nose—"

"An' fluffy brown hair," prompted Bancro.

"And fluffy brown hair—she reminded me of my daughter at once. It's her exact. An' now even the very name's the same."

"P'raps," suggested Bancro, "it's the same girl."

They were seated by the fire at the end of the hospital ward—Bancro (so called) acknowledged the fact of the vicious nod that glared from the back of his neck like a misplaced eye.

Mr. Fleet, Mr. Funt, and one or two others, whilst Mr. Hendry, lying in the bed nearest the fireplace, had assisted the conversation in its later developments. They had chatted drowsily of nothing in particular until Mr. Fleet became pensive and lapsed into intimate personal reminiscences.

"Couldn't be the same, Bancro," Mr. Fleet demurred. "Mr. Hendry's daughter would be named Robinson and that was her other name."

"Names don't make no difference," protested Mr. Funt. "If you ask me, they're all alike. She just amused herself with you, I s'pose, an' clucked you."

"No, sir. She did not cluck me," cried Mr. Fleet. "Never had anything to do with me. It wasn't to be expected that she should."

He was a scrappy young man with a pallid, long face, that was looking now indignantly.

"She was miles too good for me. And he pretty as good. She never knew I cared about her—I hadn't got the cheek to tell her."

"Oh, she married a grocer. I often wonder how he had the cheek. He's no better than me, really; he's a sort of man I shouldn't ha' thought anybody could like. I've thought of going in the shop to buy something. I dursay she helps behind the counter, but—well, I haven't been yet."

"It's pluck you want," growled Bancro.

"You ain't got no pluck."

Bancro was an authority in such matters, being himself a decayed pugilist of thirty, and famous as a heavy-weight champion in his way.

"No, Bancro," Mr. Fleet pursued his lips and sighed. "It was the feeling that I wasn't good enough. She was that pretty, and that—"

"There! I never met the likes of her, sir, an' never shall."

"You will," Mr. Hendry was confident.

"My daughter'll be here next Sunday, then you can see for yourself if she ain't the very image of this girl you talk about."

Mr. Fleet sighed again, and was unconvinced.

"You'll think I'm boasting," pursued Mr. Hendry, "but there's more'n one young feller would give his head to marry my daughter Rose—but, bless yer, not she. She's that fond of me an' her mother, she won't leave us for nobody!"

His rugged features glowed with pride in her. "She's in a big dappery shop, an' lives in, as they call it, so they don't pay much, but she always got a little to give us a lift with when we want it. An' we do want it sometimes. This makes the third time in two years I've bin here to have this operation done, and while I'm laid up, though the missus does her best, the business suffers."

"Yer can't expect a woman to tackle boot-making," Mr. Funt opined.

"Not likely," agreed Mr. Hendry. "She has to employ a man in the shop, an' manage somehow. An' Rose gets round 't night when she can to help her. Ah!—his eyes grew moist and his voice quavered, 'she's the loveliest little soul breathing. She's got the face of an angel, an' the voice of an angel too. You ought to hear her sing, Mr. Fleet. It's a fair treat."

"Rose—the one I used to know," said Mr. Fleet moodily, "she could sing. I heard her once at a party."

"There you are again. Just like my daughter—exact."

But Mr. Fleet sighed, and shook his sentimental head, and doctored still.

He sat apart during the rest of that day, absorbed in melancholy musings; twice he wandered back to the bedside of Mr. Hendry, and stared thoughtfully down on that patient, as if he were about to ask him something, but he walked away each time without speaking.

Towards evening, he roused himself sufficiently to write to his mother desiring that she would send him by return of post a blue rosette with white stripes on it, as he found himself in dire need of a new article of that description for Sunday wear.

The week came, and on Sunday he paraded the ward in it. Also it might have been noticed that he was unusually nice in the arrangement of his hair, and that thrice in the course of the morning he borrowed a clothes brush, and brushed imaginary dust off his grey coat.

The hours moved slowly, and when dinner had been despatched, Mr. Fleet began to develop an acute restlessness. Mr. Hendry, who was up and dressed, sat quietly conversing in a window-seat with Bancro and a few others, but Mr. Fleet rambled up and down in a condition of nervous expectancy, keeping an anxiously watchful eye on the door, though it was known that his mother had written to say she was laid up with a sharp touch of rheumatism, and he was expecting nobody to see him.

Several visitors had arrived; certain wain patients had grown radiant at sight of them, and the air was alive with a murmur of friendly voices, when the entrance of two more strangers, a young woman and an old one, threw Mr. Fleet into a flutter of uncertainty. He gazed from them to Mr. Hendry as that gentleman started up with a gesture of welcome, then, laughing merrily under his breath, he withdrew into an unoccupied embrasure and frowned savagely out on as much of the street as was visible over the wall of the hospital garden.

"Angel!" he sneered cynically. "Like her? Bah! Never saw anything uglier outside a penny show."

He chuckled mockingly and saw again in fancy the short, ungainly figure of Miss Hendry, as it had appeared in the doorway, her somewhat frocked face, and rather wide mouth.

He was still sneering and laughing bitterly to himself when the hand of Mr. Hendry on his shoulder and the voice of Mr. Hendry in his ear suddenly roused him.

"We've been looking for you, Mr. Fleet. Here's Mrs. Hendry, an' Rose—my daughter. This is Mrs. Fleet, Rose."

Mr. Fleet turned and saw them. Bancro so, accompanied them, and two younger patients, who, having no relations of their own, had attached themselves to Mr. Hendry's.

Now, directly Mr. Fleet shook hands with Rose, he felt ashamed of himself. Not only ashamed; he felt surprised at himself. For certainly she had the kindest and most wonderful blue eyes he had ever looked into; her slim, white hand was so small that he thrilled at the touch of it; and her smile and her voice were so full of sympathy and sweetness that, while he looked at her and listened to her, Mr. Fleet marvelled how his sight could have deceived him so at first.

She passed on and left him dazed. Mr. Hendry's pride and delight in her were such that nothing would satisfy him but she must go a tour round the ward, and be introduced to all the other patients, and she laughingly humoured him. But Bancro and the rest of the party lingered with Mrs. Hendry, who had sat down to rest herself, and Mr. Fleet was too shy to go on without them.

He couldn't be prouder of her," remarked Mrs. Hendry good-humouredly, "not if she were a princess he couldn't."

She was a cheery little woman, but hard of hearing, and sat witnessing the triumphant progress of Mr. Hendry and Rose with a quiet smile that had something of pride in it, too.

"People laugh at him, I know," she added, "because he talks so much of her, an' thinks there ain't no girl like her, Bless her."

At which one of the two younger patients mumbled a feeble jest that Mrs. Hendry did not hear. Bancro, without seeming to have heard it either, moved aside casually and annexing the offender by the ear led him apart.

"Silly fool," he hissed. "Say that again, an' I'll put such a face on you, yer won't be pretty enough to go out o' doors for a month."

"Le me alone," returned the other defiantly, yet with a wholesome respect for Bancro's professional reputation. "It's nothin' to do with you. I shall say what I like."

"Will yer? You say it again, and see what you'll get."

With that Bancro cast the young man loose, and left him hovering dazedly in the perspective, where if he did say it again he said it inwardly.

"He will have it," Mrs. Hendry resumed, as Bancro came back to his place beside her, "that she's downright pretty. I dursay he told you so? He's that fond of her, you see. She's a dear, good girl, an' that's better than bein' pretty, says I. 'But as for bein' pretty—well, she laughs at him."

"Oh, she—she ain't so bad," protested Bancro. Mr. Fleet glanced at him contemptuously.

"Eh? Ah! you may say so. And everybody likes her. I was goin' to say 'But there—ou'll be thinkin' I'm as bad as her father. Not as I ever fancy she's exactly pretty, but what I do say is, looks ain't everything. Eh?"

"Oh, she ain't," Bancro paused, and coughed, as though groping after a new form of words, but came awkwardly to his former conclusion, "she ain't so bad."

Mr. Fleet regarded him with acerbic resentment.

Meanwhile, Mr. Hendry and Rose had travelled up one side of the ward and down the other, and every patient Rose spoke to, and of course she spoke to them all, involuntarily caught and reflected back upon her something of the homely brightness of her plain, pleasant features; so that when, at length, she and Mr. Hendry rejoined the group that awaited them, wistful eyes were peering after her from all parts of the room.

(To be continued.)

If you want your Boots well polished, tell your Valet or the Maid to ask for

WALTON'S BOOT CREAMS

AND VARNISHES.

WALTONIAN CREAM, WHITE & BLACK.

JANINE MOSCOVITE, TAN-3 SHADES.

PARISIAN DRESS-BOOT POLISH.

Order from St. res or Wholesale to—

JOHN WALTON (PARIS),

MANUFACTURER,

176, SHAFTESBURY AVENUE,

LONDON. [275]

CHEONG LEE & CO.

FURNITURE STORE.

Established over 20 Years.

IMPORTERS and EXPORTERS, and Dealers in Furniture, Blackwood, Jewellery, Curios, Cutlery, Electro-Plates, and Glassware. Dining-room and other Furniture on Hire, &c. For the HIGHEST GRADE, BEST and CHEAPEST.

8, QUEEN'S ROAD CENTRAL, Right opposite Robinson Piano Co.

Hongkong, 20th November, 1901. [2952]

E. J. REMEDIOS.

FOREIGN and COLONIAL STAMP DEALER.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong, 2, midway between Hongkong and Kowloon, and 3, together with the number denoting the section.

1. From Green Island to the Harbour Master's Office.
2. From Harbour Master's Office to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	GLAUCUS	Brit. str.	2 m.	G. W. Gordon, R.N.R.	BUTTERFIELD & SWIRE	To-morrow.
LONDON	JAVA	Brit. str.	2 m.	Donaldson	McGREGOR, BROWN & GOW	On 25th inst., at Noon.
LONDON	VALKIA	Brit. str.	2 m.	A. G. Cuthbert, R.N.R.	P. & O. S. N. Co.	On 25th inst., at Noon.
LONDON	DEUCALION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 25th inst., at Noon.
LONDON	PELUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 25th inst., at Noon.
LONDON	STENTOR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 25th inst., at Noon.
LONDON	IDOMENEUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 25th inst., at Noon.
LONDON	ATAI	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 25th inst., at Noon.
LIVERPOOL DIRECT	PANALOUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 25th inst., at Noon.
MADEIRA DIRECT	WAKABA MARU	Jap. str.	2 m.	J. E. Macmillan	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
MADEIRA DIRECT	YAKA	Yap. str.	2 m.	N. J. Macmillan	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
MADEIRA DIRECT	KANAGAWA MARU	Jap. str.	2 m.	N. J. Macmillan	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
MADEIRA DIRECT	KONG ALBERT	Ger. str.	2 m.	C. Polack	MELOCHERS & CO.	On 25th inst., at Noon.
MADEIRA DIRECT	NUERNBERG	Ger. str.	2 m.	Ammon	HAMBURG-AMERIKA LINIE	On 25th inst., at Noon.
MADEIRA DIRECT	STRASSBURG	Ger. str.	2 m.	Madsen	HAMBURG-AMERIKA LINIE	On 25th inst., at Noon.
MADEIRA DIRECT	SAMBIA	Ger. str.	2 m.	Schmidt	HAMBURG-AMERIKA LINIE	On 25th inst., at Noon.
MADEIRA DIRECT	AMERICA	Ger. str.	2 m.	Duckstein	HAMBURG-AMERIKA LINIE	On 25th inst., at Noon.
MADEIRA DIRECT	C. FERD. LAEISZ	Ger. str.	2 m.	Fuchs	HAMBURG-AMERIKA LINIE	On 25th inst., at Noon.
MADEIRA DIRECT	MARIA VALERIS	Ger. str.	2 m.	Ballen	HAMBURG-AMERIKA LINIE	On 25th inst., at Noon.
MADEIRA DIRECT	OSNAB	Brit. str.	2 m.		DODWELL & CO. LIMITED	On 25th inst., at Noon.
MADEIRA DIRECT	ARAKA	Brit. str.	2 m.		DODWELL & CO. LIMITED	On 25th inst., at Noon.
MADEIRA DIRECT	EXPRESS OF CHINA	Brit. str.	2 m.	R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On 25th inst., at Noon.
MADEIRA DIRECT	TARTAR	Brit. str.	2 m.	E. Beetham	CANADIAN PACIFIC R. CO.	On 25th inst., at Noon.
MADEIRA DIRECT	VICTORIA	Brit. str.	2 m.	P. Pantou	DODWELL & CO. LIMITED	On 25th inst., at Noon.
MADEIRA DIRECT	YTO MARU	Jap. str.	2 m.	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
MADEIRA DIRECT	KINSHU MARU	Jap. str.	2 m.	F. L. Pyne	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
MADEIRA DIRECT	INDRAVALLI	Brit. str.	2 m.	W. E. Craven, R.N.R.	POSTLAND & ASIATIC S.S. CO.	On 25th inst., at Noon.
MADEIRA DIRECT	YTHA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 25th inst., at Noon.
MADEIRA DIRECT	CHINGU	Brit. str.	2 m.	E. W. Haswell	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
MADEIRA DIRECT	KYMARU MARU	Jap. str.	2 m.	St. John George	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
MADEIRA DIRECT	SHANGHAI	Brit. str.	2 m.	E. Spicer, R.N.R.	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
MADEIRA DIRECT	HIROSHIMA MARU	Jap. str.	2 m.	T. Murai	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
MADEIRA DIRECT	CHANGSHA	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 25th inst., at Noon.
MADEIRA DIRECT	TAMBA MARU	Jap. str.	2 m.	J. W. Wale	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
MADEIRA DIRECT	BINGO MARU	Jap. str.	2 m.	F. Davis	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
MADEIRA DIRECT	KASUGA MARU	Jap. str.	2 m.	H. Fraser	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
MADEIRA DIRECT	LOONGMOON	Ger. str.	2 m.	Schmidt	SIEMSEN & CO.	On 25th inst., at Noon.
MADEIRA DIRECT	CALEDONIAN	Brit. str.	2 m.	Blanc	MESSAGERIES MARITIMES	On 25th inst., at Noon.
MADEIRA DIRECT	CHONGKONG	Brit. str.	2 m.	F. W. Vibert	P. & O. S. N. Co.	On 25th inst., at Noon.
MADEIRA DIRECT	AMONG MARU	Jap. str.	2 m.	K. Suda	MIYOSU BUREAU KAISHA	On 25th inst., at Noon.
MADEIRA DIRECT	MAIDU MARU	Jap. str.	2 m.	T. Sale	MIYOSU BUREAU KAISHA	On 25th inst., at Noon.
MADEIRA DIRECT	SHANTUNG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 25th inst., at Noon.
MADEIRA DIRECT	DAGU MARU	Jap. str.	2 m.	T. Kikuo	MIYOSU BUREAU KAISHA	On 25th inst., at Noon.
MADEIRA DIRECT	HAIDONG	Brit. str.	2 m.	Bathurst	DOUGLAS LARPAK & CO.	On 25th inst., at Noon.
MADEIRA DIRECT	BRUCKEN	Brit. str.	2 m.	R. Rodger	BUTTERFIELD & SWIRE	On 25th inst., at Noon.
MADEIRA DIRECT	EMERALDA	Brit. str.	2 m.	R. Rodger	BUTTERFIELD & SWIRE	On 25th inst., at Noon.
MADEIRA DIRECT	YUENANG	Brit. str.	2 m.	R. Rodger	BUTTERFIELD & SWIRE	On 25th inst., at Noon.
MADEIRA DIRECT	KUMANO MARU	Jap. str.	2 m.	E. W. Haswell	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
MADEIRA DIRECT	ROSETTA MARU	Jap. str.	2 m.	Tate	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
MADEIRA DIRECT	CHINGU	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 25th inst., at Noon.
MADEIRA DIRECT	SHANGHAI	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 25th inst., at Noon.
MADEIRA DIRECT	KAGOSHIMA MARU	Jap. str.	2 m.	K. Kori	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
MADEIRA DIRECT	LAISANG	Brit. str.	2 m.	Payne	JARDINE, MATHESON & CO.	On 25th inst., at Noon.

SHIPPING.

ARRIVALS.
Dec. 23, ESMEERALDA, British steamer, 966, R. Rodger, Manila 20th Dec., General.
Dec. 23, LAISANG, British str., 2,225, Payne, Calcutta 6th December, Opium and General.
Dec. 24, CHANGKONG, British str., 1,203, J. C. Armistead, Tongku and Chetoo 16th Dec., Groundnuts.
Dec. 24, POCCHON, British str., 1,158, Smale, Taka Haru via Chetoo 17th Dec., Groundnuts.
Dec. 24, GLENNY, British str., 3,141, Selby, Fouchow 22nd December, General.
Dec. 24, HAPIAN, British str., 1,131, J. S. Rouch, Swatow 23rd December, General.
Dec. 24, HONGKONG, French str., 862, Pannier, Haiphong, Pakhoi, Heibow and Kwong-chow-wan 23rd December, General.
Dec. 24, KATSUMA MARU, Jap. str., 1,098, K. Hayashi, Chetoo 18th Dec., General.
Dec. 24, KONIG ALBERT, German str., 6,580, C. Polack, Yokohama 14th Dec., Mails and General.
Dec. 24, LYNNBROOK, German str., 1,238, Th. Lehmann, Shanghai 21st Dec., General.
Dec. 24, SINGKANG, British str., 1,021, Moore, Manila 21st Dec., General.
Dec. 24, TAIKUSU, Amr. str., 1,210, Patterson, Shanghai 21st Dec., General.
Dec. 24, TENKAI, British str., 3,016, H. C. Harris, Tacoma 18th Nov., Flour.
Dec. 24, TAIKUSU, Amr. str., 1,210, Patterson, Shanghai 21st Dec., General.

CLEARANCES.

At the Harbour Master's Office.
24th December.
Arratoon Apar, British str., for Singapore.
Babelberg, German str., for Shanghai.
Daybreak, Amr. str., for Shanghai.
Diamond, British str., for Amoy.
Glenn, British str., for Shanghai.
Hailan, French str., for Haiphong.
Hue, French str., for Kwong-chow-wan.
Kauchi Maru, Japanese str., for Yokohama.
Matsumoto Maru, Japanese str., for Swatow.
Peiyang, German str., for Saigon.
Rosetta Maru, Japanese str., for Manila.
Serbia, German str., for Singapore.
Silesia, German str., for Singapore.
Thales, British str., for Pakhoi.
Tym, Norwegian str., for Haiphong.

DEPARTURES.

24th December.
ARRATOON APAR, British str., for Calcutta.
BABELBERG, German str., for Shanghai.
DAYBREAK, Amr. str., for Shanghai.
DIAMOND, British str., for Amoy.
GLENN, British str., for Shanghai.
HAILAN, French str., for Haiphong.
HUE, French str., for Kwong-chow-wan.
KAUCHI MARU, Japanese str., for Yokohama.
MATSUMOTO MARU, Japanese str., for Swatow.
PEIYANG, German str., for Saigon.
ROSETTA MARU, Japanese str., for Manila.
SERBIA, German str., for Singapore.
SILESIA, German str., for Singapore.
THALES, British str., for Pakhoi.
TYM, Norwegian str., for Haiphong.

VESSELS IN DOCK.

24th December.
ABERDEEN DOCK—Enma Luyken.
WOLFE DOCK—Canton River, H. J. Albrecht, U.S.S. Princeton, S.M.S. Itis, S.M.S. Tiger, Perle, H.M.S. Blenheim, Fushun, Maiduru Maru, Skuld, Sushiang, Morris Jensen, H.M.S. Thetis.
COSMOGRAPHIC DOCK—Tacheng, Yuen-sung, H.M.S. Menzies.

SHIPPING REPORTS.

The British steamer Swatow, from Manila 21st inst., had fine weather and light winds throughout.
The British steamer Fouchow, from Taka Bar via Chetoo 17th inst., reports: Passed water-logged junk in lat 23.50 N., long 118.4 E., on the 23rd inst.

VESSELS ON THE BERTH

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE
ATCHESON, TOPEKA AND SANTA FE
RAILROAD CO.
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.
TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.
THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.
S.S. "THYRA"..... On 26th December.

THE Steamship "THYRA" will be despatched for SAN DIEGO and SAN FRANCISCO VIA MOJI, KOBE, and YOKOHAMA on THURSDAY, the 26th December.
Through Bills of Lading issued to any point in the United States.
Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.
Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.
For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.
Hongkong, 18th December, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.
SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.
LONDON, HAVRE, BORDEAUX, &c.
ALSO
PORTS OF BRAZIL AND RIVER PLATE.
ON MONDAY, the 30th December, 1901, at 1 P.M., the Company's Steamship "YARBA" Captain Nègre, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamship connects at COLOMBO with the S.S. Polynésie which vessel takes on her Passengers and Mails leaving that port on the 11th January, 1902, direct to Suez, Port Said and Marseilles.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. Specie and Parcels until 8 P.M. on the 29th December. (Parcels are not to be sent on board; Contents and Value of Packages are required.)
For further particulars, apply at the Company's Office.
P. DE CHAMPORIN,
Acting Agent,
Hongkong, 18th December, 1901.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.
STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION	SAILING DATES
KONIG ALBERT	WEDNESDAY .. 25th December.
PRINZESS IRENE	WEDNESDAY .. 8th Jan., 1902.
PRINZ HEINRICH	WEDNESDAY .. 22nd Jan., 1902.
PREUSSEN	WEDNESDAY .. 5th Feb., 1902.
HAMBURG	WEDNESDAY .. 19th Feb., 1902.
SACHSEN	WEDNESDAY .. 5th Mar., 1902.
KLAUPTSCHOU	WEDNESDAY .. 19th Mar., 1902.
STUTTGART	WEDNESDAY .. 2nd Apr., 1902.
KONIG ALBERT	WEDNESDAY .. 16th Apr., 1902.
PRINZESS IRENE	WEDNESDAY .. 30th Apr., 1902.
PRINZ HEINRICH	WEDNESDAY .. 14th May, 1902.
PREUSSEN	WEDNESDAY .. 28th May, 1902.
HAMBURG	WEDNESDAY .. 11th June, 1902.
HAMBURG	WEDNESDAY .. 25th June, 1902.

ON WEDNESDAY, the 25th day of December, 1901, at 4 P.M., the Steamship "KONIG ALBERT" of the Norddeutscher Lloyd, Capt. C. Polack, with MAILS, PASSENGERS, SPECIE AND CARGO, will leave this port above, calling at NAPLES and GENOA. Shipping Orders will be granted till Noon on Monday, the 23rd December, and Cargo and Specie will be received on Board until 5 P.M. on Tuesday, the 24th December. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewards.
Linen can be washed on board.

For further Particulars, apply to
NORDDEUTSCHER LLOYD.
MELCHERS & CO., AGENTS.
Hongkong, 20th December, 1901.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION	DESTINATIONS	SAILING DATES
WAKASA MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID.	FRIDAY, 27th December, at DAYLIGHT.
IYO MARU	VICTORIA, B.C. and SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KOBE & YOKOHAMA.	MONDAY, 30th December, at 4 P.M.
HIROSHIMA MARU	KOBE (DIRECT).	TUESDAY, 31st December, at NOON.
BINGO MARU	NAGASAKI, KOBE and YOKOHAMA.	THURSDAY, 2nd January, at DAYLIGHT.
KUMANO MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	THURSDAY, 2nd January, 1902, at 4 P.M.
KAGOSHIMA MARU	BOMBAY VIA SINGAPORE and COLOMBO.	SATURDAY, 4th January, at NOON.
KANAGAWA MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID.	FRIDAY, 10th January, at DAYLIGHT.
KINSHU MARU	VICTORIA, B.C. and SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KOBE & YOKOHAMA.	MONDAY, 13th January, at 4 P.M.
TAMBA MARU	KOBE & YOKOHAMA.	FRIDAY, 17th January, at DAYLIGHT.
KASUGA MARU	NAGASAKI, KOBE and YOKOHAMA.	FRIDAY, 17th January, at NOON.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the Great Northern Railway and Atlantic Steamships.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.
A. S. MIHARA, Manager.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FAHRTAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NUERNBERG	HAVRE, BREMEN, ROTTERDAM and HAMBURG.	On 4th Jan., 1902. Freight.
STRASSBURG	HAVRE, ROTTERDAM and HAMBURG.	On 13th Jan., 1902. Freight.
SAMBIA	HAVRE, BREMEN & HAMBURG.	On 23rd Jan., 1902. Freight.
AMERICA	HAVRE & HAMBURG.	On 12th Feb., 1902. Freight.
C. FERD. LAEISZ	HAVRE & HAMBURG.	On 26th Feb., 1902. Freight.

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
VICTORIA	3,502	J. Pantou	December 27th
OLYMPIA	2,837	J. Truebridge	January 11th
GLENN	3,750	W. Frakes	February 7th
Duke of Fife	3,821	J. S. Cox	February 22nd

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 252
Excellent accommodation. First-class Table, Dishes and Stewards as carried.
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES
HONGKONG TO NEW YORK, 245
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to New York in 4 1/2 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA AND TACOMA, 232
The best route to the Klamath Gold Fields. Frequent sailings from Victoria and Tacoma to Tuxa and St. Michaels.
Rates of Passage to other Ports on application.
A Special Rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to
DODWELL & CO. LIMITED
General Agents.

Hongkong, 5th December, 1901.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON	JAVA	Noon, 29th December	Freight or Passage.
YOKOHAMA	G. W. Gordon, R.N.R.	December	Freight or Passage.
SHANGHAI	SHANGHAI	About 3/4th December.	Freight or Passage.
MOJI and KOBE	E. Spicer, R.N.R.	December.	Freight or Passage.
(Passing through the Inland Sea).			
LONDON, &c.	VALETTA	Noon, 4th January	See Special Advertisement
SHANGHAI	A. G. Cuthbert, R.N.R.	January	Freight or Passage.
	CHONGKONG	About 4th January	Freight or Passage.
	F. W. Vibert	January	Freight or Passage.

PASSENGER SEASON 1902.
For MARSILLES, PLYMOUTH, ORIENTAL, &c. 5,234 Tons. 29th March.
and LONDON DIRECT. MALTA 6,064 Tons. 12th April.
Without Transshipment.
For Further Particulars apply to
E. A. HEWETT,
Superintendent.

Hongkong, 11th November, 1901.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA, AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)
"EMPERESS OF CHINA"

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	TO
GLASGOW and LIVERPOOL	"STENTOR"	On 26th December.
GLASGOW and LIVERPOOL	"MEMNON"	On 2nd January.
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 8th January.
GLASGOW and LIVERPOOL	"TANTALUS"	On 18th January.
GLASGOW and LIVERPOOL	"AJAX"	On 22nd January.
GLASGOW and LIVERPOOL	"PYRRHUS"	On 31st January.
HOMEWARDS	STEAMERS	TO SAIL
LONDON	"GLAUCUS"	On 25th December, P.M.
LONDON	"DEUCALION"	On 7th January.
LONDON	"PELEUS"	On 21st January.
LONDON	"STENTOR"	On 4th February.
LONDON	"IDOMENEUS"	On 18th February.
LONDON	"AJAX"	On 4th March.
LIVERPOOL DIRECT	"PATROCLUS"	On 20th January.
LIVERPOOL DIRECT	"TANTALUS"	On 15th February.

For Freight, apply to BUTTERFIELD & SWIRE, AGENTS O. S. S. Co.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
AMOI, SAMARANG and SOERABAYA	"SHANTUNG"	On 24th December.
AMOI, SAMARANG and SOERABAYA	"BRUKBURN"	On 28th December.
MANILA, CEBU and ILOILO	"SONGKIANG"	On 21st December.
Kobe and YOKOHAMA	"CHANGSHA"	On 12th January, 1902
MANILA	"CHINGTU"	On 16th January, 1902
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY, and MELBOURNE	"CHINGTU"	On 16th January, 1902

* That attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A daily qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 18th November, 1901.

16

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.	STEAMERS	TO SAIL
TAMAU, VIA SWATOW AND AMOI	"DAIGO MARU"	SUNDAY, 29th December.
TAMAU, VIA SWATOW AND AMOI	"DAIJI MARU"	SUNDAY, 31st December.
ANPING, VIA SWATOW AND AMOI	"MAIDZURU MARU"	FRIDAY, 27th December.
FOOCHOW, VIA SWATOW AND AMOI	"ANPING MARU"	WEDNESDAY, 1st January, 1902.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a daily qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Survey, and are registered at Lloyd's.

* Steamers will go alongside the Co.'s Pontoons at the Customs' water-front premises at Tamau to land all passengers and cargo.

For Freight, Passage, and further information, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 18th December, 1901.

16



TOYO KISEN KAISHA.

(ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

THE COMPANY'S WELL-KNOWN STEAMSHIP

"ROSETTA MARU," 3,876 Tons Gross, Captain Tate, having been placed on the above service, will be despatched hence for MANILA, on or about SATURDAY, the 4th January, 1902, at 4 P.M. Magnificent Accommodation. Comfortable Cabin. Excellent Table. Unrivalled Speed. Electric Light.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, AGENTS.

No. 6, Ice House Street and Corner of Des Voeux Road, First Floor. Hongkong, 25th December, 1901. [3245]

PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG TO SHANGHAI, INLAND SEA OF JAPAN, MOI, KOREA & YOKOHAMA; FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	HONGKONG
"INDRAPUR"	4,899	W. E. Craven, R.N.	December 29, 1901
"KNIGHT COMPANION"	4,899	A. E. Hollingsworth	January 14, 1902
"KNIGHT COMPANION"	4,899	C. E. Froggatt, R.N.	February 19, 1902

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 11th December, 1901.

16

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA, VIA AMOI. The Company's Steamship

"YUENSANG," Captain Rolfe, will be despatched as above on FRIDAY, the 27th inst., at 4 P.M.

This steamer has superior accommodation for First-class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 21st December, 1901.

16

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON VIA SUEZ CANAL. The Steamship

"GLENFARG," Captain Donaldson, will be despatched as above on THURSDAY, the 2nd January, at Noon.

For Freight or Passage, apply to MCGREGOR BROS. & GOW.

Hongkong, 24th December, 1901.

16

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEB, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PENANG, GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"VALETTA," Captain A. G. Calvert, P.M., carrying His Majesty's Mails, will be despatched from this office for Bombay, on SATURDAY, the 4th January, at Noon, taking passengers and cargo for the above ports. Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay without transhipment. Passengers will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, 23rd December, 1901. [1]

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"ASAMA," Captain Bement, will be despatched as above on 14th inst.

For Freight, apply to SHEWAN TOMES & CO.

Hongkong, 23rd December, 1901. [3250]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE," Captain St. John George, will be despatched as above on THURSDAY, the 9th January, 1902, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stevedore and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 17th December, 1901. [3240]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, RANGOON, COLOMBO, ADEB, SUEZ, PORT SAID, PINE AND TRIESTE. (Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, RED SEA, BLACK SEA, LEBANT, VERICE AND ADRIATIC PORTS.)

THE Company's Steamship

"MARTA VALERIE," Captain Bellen, will be despatched as above on WEDNESDAY, the 15th January, P.M.

The Steamer has capital accommodation for Passengers. Electric light. A Doctor is carried.

For information as to Passage and Freight apply to SANDER, WIELER & CO., Agents.

Hongkong, 24th December, 1901. [6]

NOTICES TO CONSIGNEES.

"BENGAL," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo—

From London, &c., ex s.s. Rome and Australia.

From Calcutta, ex s.s. Maasilila.

From Persian Gulf, ex s.s. B. I. S. N. and B. P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 8 A.M. TO MORROW.

Goods not cleared by the 28th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

E. A. HEWITT, Superintendent.

Hongkong, 21st December, 1901. [1]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS. FROM ANTWERP, MIDDLESBRO, AND LONDON. THE Steamship

"GLENESK," having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 26th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days after the steamer's arrival, after which no claims will be recognized.

MCGREGOR BROS. & GOW, Hongkong, 20th December, 1901. [190]

NORTHERN PACIFIC STEAMSHIP COMPANY.

STEAMSHIP "VICTORIA," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJIBAND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for consignments, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LD., Agents.

Hongkong, 20th December, 1901. [11]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SILENT," Captain Balle, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for consignments, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-MORROW, the 1st inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 21st December, 1901. [3275]

HONGKONG STEAMERS.

Apenrade, German str., 611, Lorenzen, Dec. 23.

Jobson & Co.

Brand, Norw. str., 1,520, Throusen, Nov. 30.

Dodwell & Co., Limited.

Changchow, British str., 1,203, Armistead, Dec. 24.

Chow, German str., 1,055, Musing, Nov. 29.

Butterfield & Swire.

Chunshan, British str., 1,282, Jenkins, Dec. 11.

Bradley & Co.

Daphne, German str., 1,250, Schipper, Dec. 20.

Siemens & Co.

Diamond, British str., 1,225, Rattenbury, Dec. 23.

Shevan, Tomes & Co.

Elita Nossack, Ger. str., 1,161, Bruhn, Dec. 18.

East Asiatic Trading Co., Limited.

Emma, German str., 1,081, Samuelson, Dec. 21.

John & Co.

Emma Layton, Ger. str., 1,109, Schall, Dec. 9.

E. A. Trading Co., Limited.

Emerald, British str., 966, Rodger, Dec. 23.

Shevan, Tomes & Co.

Poochow, British str., 1,153, Smale, Dec. 24.

Butterfield & Swire.

Fushun, British steamer, 1,457, Lunt, Dec. 4.

Chinese.

Glenesk, British str., 1,225, Rafferty, Dec. 20.

McGregor Bros. & Gow.

Glenesk, British str., 1,141, Selby, Dec. 24.

Jardine, Matheson & Co.

Hilary, French str., 377, Anderson, Dec. 23.

A. B. Marty.

Haifan, British steamer, 1,183, Roach, Dec. 24.

Douglas Laiprak & Co.

Hahn Mennel, German str., 1,649, Nebinger, Dec. 9.

E. A. Trading Co., Limited.

Heinrich Mennel, Ger. str., 989, Delis, Dec. 12.

East Asiatic Trading Co., Limited.

Hikosan Maru, Jap. str., 2,202, Hallstrom, Dec. 15.

Mitsui Bussan Kaisha.

Hongkong, French str., 852, Pannier, Dec. 24.

A. B. Marty.

Hue, French steamer, 704, Godinau, Dec. 9.

A. B. Marty.

Indravelli, British str., 3,152, Graven, Dec. 16.

Butterfield & Swire.

Iyo Maru, Japanese str., 3,918, Parsons, Dec. 15.

Nippon Yusen Kaisha.

Katsuyama Maru, Jap. str., 1,688, Hayashi, Dec. 24.

Chinese.

Kawachi Maru, Jap. str., 6,097, Thompson, Dec. 23.

Nippon Yusen Kaisha.

Kongwa, German str., 1,118, Bielen, Dec. 23.

Melchers & Co.

Kong Albert, German str., 6,589, Polak, Dec. 24.

Melchers & Co.

Laistang, British str., 2,225, Payne, Dec. 24.

Jardine, Matheson & Co.

Lysmoor, German steamer, 1,238, Lehmann, Dec. 24.

Siemens & Co.

Maidzur Maru, Japanese str., 667, Saiton, Dec. 22.

Mitsui Bussan Kaisha.

Maru Kob, German str., 1,900, Kraef, Dec. 22.

M. B. Kaish.

Maru Johnson, Ger. str., 1,771, Hemmet, Dec. 19.

Chinese.

Mansang, British str., 1,843, Welsh, Dec. 19.

Jardine, Matheson & Co.

Olympia, Amr. str., 1,791, Traubridge, Dec. 14.

Dodwell & Co., Ltd.

Paoing, British str., 1,088, Shaw, Dec. 9.

Butterfield & Swire.

Pax, Bulgarian steamer, 1,207, Damster, Dec. 13.

Jardine, Matheson & Co.

Peking, German str., 952, Weiss, Dec. 15.

E. A. Trading Co., Ltd.

Perla, British str., 1,234, McArthur, Dec. 12.

Shevan, Tomes & Co.

Petrarch, German str., 1,252, Uscher, Dec. 20.

Sander, Wiler & Co.

Phre O. C. Kio, German str., 1,012, Unsworth, Dec. 12.

Butterfield & Swire.

Colombia, British str., 1,590, Heppell, Dec. 22.

Standard Oil Co.

Salsburgh, German str., 883, Anderson, Dec. 16.

Bradley & Co.

INTIMATIONS

OWNERS of HOUSES situated in the Western Division of the City of Victoria who have not had their Premises LIMED, WASHED and CLEANED in accordance with Law are reminded that the period during which this work should be finished, ends on the 31st day of December, 1901, and the Sanitary Board

